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PROVISIONAL SPECIFICATION
No. 3244. A.D. 1946.

Improvements relating to Bags for Golf Clubs

We, ALFRED HENRY CHILTON, a British Subject, and J. STONE & COMPANY, LIMITED, a Company incorporated under the Laws of Great Britain, both of the Company's Works, at Deptford, in the County of Kent, and JOHN NELSON DUNDAS HEENAN, a British Subject, of 29, Clarges Street, London, W.1, do hereby declare the nature of this invention to be as follows:—

This invention concerns improvements relating to bags for golf clubs. It has already been proposed that such bags should be provided with a wheel or wheels in order that the player may be relieved of a large part of the weight of the bag and its contents. The arrangements proposed heretofore, however, have suffered from various drawbacks. In some cases, comparatively elaborate trolleys or wheeled frames were provided. This not only made the bag expensive, but also materially added to the weight and bulk to be handled when it was impossible or inconvenient to wheel the bag. In some cases, the position of the bag on its wheels was not such as to present the clubs conveniently for the extraction of the club required. It is an object of the invention to provide an arrangement which is free from the above drawbacks and, moreover, allows the bag to be moved on its wheels with a minimum of inconvenience and discomfort to the player.

In accordance with the invention, a bag for golf clubs is formed or provided with frame members on which a pair of wheels are detachably mounted so as to occupy a position in front of the bottom edge of the bag, and with a handle shaped so that

it can be passed under one armpit and over the shoulder.

With this arrangement, the bag is drawn along on its wheels in a position in which its top is tilted forwardly and its bottom is clear of the ground. When, however, the player stops walking and releases the handle from his shoulder, the bag tips back into an upright position, since its centre of gravity is situated behind the wheels. The bag then stands on its flat bottom with the wheels just in contact with or clear of the ground. In this position of the bag, the required club can be selected, extracted and replaced conveniently and without stooping.

The frame members may comprise aluminium tubes on which the wheels are mounted by means of forwardly and downwardly directed brackets. At least on the side of the bag where the handle is situated, a longitudinal tube may extend to the top of the bag where it slidably receives the handle. This latter may also be an aluminium tube whose free end portion is bent to form a rearwardly directed crook of a size to fit comfortably over the shoulder.

Means such as flaps may be provided at the top and bottom of the bag for accommodating the wheels when they have been detached. The crooked handle is slid in as far as possible and the bag may then be conveniently carried in a horizontal position by means of a loop-handle provided at about the middle of one side of the bag.

Dated the 1st day of February, 1946.
JENSEN & SON,
77, Chancery Lane, London, W.C.2,
Chartered Patent Agents.

PROVISIONAL SPECIFICATION
No. 942. A.D. 1947.

Improvements relating to Bags for Golf Clubs

We, ALFRED HENRY CHILTON, a British Subject, and J. STONE & COMPANY, LIMITED, a Company incorporated under the Laws of Great Britain, both of the

Company's Works, at Deptford, in the County of Kent, and JOHN NELSON DUNDAS HEENAN, a British Subject, of 29, Clarges Street, London, W.1, do hereby
5 declare the nature of this invention to be as follows:—

This invention concerns improvements relating to bags for golf clubs, particularly bags of the kind described in the
10 Specification of Patent Application No. 3244/46.

In accordance with the invention, a bag for golf clubs is provided with means whereby a pair of wheels can be detachably mounted upon the base of the bag
15 itself, so as to occupy a position at or near its front bottom edge, and with a central member extending upwardly from the base and projecting above the bag, by
20 which member the bag can be drawn along on the said wheels. Provision is further made whereby the said wheels, when detached, can be stowed away compactly under the bag, preferably within substantially the normal contours of a golf bag.
25

The bag-drawing means advantageously comprises a crook which can be hooked over the user's shoulder or under his armpit and is adjustable so that it can be used
30 in both positions.

In this embodiment, the body of the bag, which is made of a plastic such as polyvinyl chloride, leather, fabric or the like, is pop-riveted at its lower end to a
35 flanged base and at its upper end to a flanged spider, the bag body being embraced, where it is riveted, by metal bands. Swaged into a hub-like part of the base is a central vertical tube to which the
40 spider is welded. An extension tube fitted telescopically in the first-named tube is surmounted by a crook of flat cross-section. The extension tube can be adjusted vertically in the said first-named tube to suit
45 users of different heights and can be turned from a position in which it is intended to hook comfortably over the user's shoulder to a reversed position in which it can be hooked under his armpit.
50 Which position is adopted is thus a matter of individual preference and the clubs can be placed in the bag with the heads either upwardly or downwardly, whichever proves more convenient in the position
55 adopted. The extension tube is secured in its adjusted position by a clamping device operated by a bolt and wingnut. The bag body is extended, above the spider by flaps with "zip" fastening means at the
60 edges, which flaps can be brought together to cover the clubs carried in the bag.

Rubber-tyred disc wheels are mounted by ball bearings upon long axle tubes, the tube for one wheel having an external
65 diameter such that it will fit snugly within

the central tube whilst the tube for the other wheel has an external diameter such that it will fit snugly within the first-named axle tube. To mount the bag upon
70 its wheels, the smaller axle tube is inserted into the larger axle tube which is mounted under the front part of the base in slotted lugs formed thereon. The tubes are located transversely in relation to the base
75 and to each other by means of a tapering steel pin secured to the said base and passing through diametrical holes in the said tubes. A spring-steel clip prevents the outer tube from dropping out of the
80 slotted lugs.

Pivotaly mounted in rear lugs on the base is a stand or tail arm formed by a length of steel rod bent to a general
85 U-shape. When the bag is mounted upon its wheels, the stand occupies a position in which it serves as a prop and is held there by tension springs connected to lugs thereon and anchored to the base by bolts. Slots in the rear edge of the base receive
90 and serve to steady the stand in this position.

The bag is drawn along on its wheels in a position in which it is tilted forwardly from the vertical position, the base and
95 stand being thus clear of the ground. When, however, the player stops walking and releases the crook from his shoulder, the bag tips back into the upright position, since its centre of gravity is situated behind the axles. The bag is then stably
100 supported, in three-point fashion, upon the wheels and stand. In this position of the bag, the required club can be selected, extracted and replaced conveniently and without stooping.
105

A leather carrying strap is connected between loops on the base and near the top of the central tube. The bag may thus be carried conveniently in a horizontal position when required, for example off the
110 course. To prepare the bag to be so carried, the extension tube and crook are slid down as far as possible and the axles carrying the wheels are unclipped from the base, the outer axle is slid off from the
115 inner axle and inserted in the lower end of the central tube so that the wheel comes flat under the base. The inner axle is then inserted in the outer axle so that its wheel comes flat under the former wheel.
120 Finally the stand is swung downwardly and forwardly to clamp the wheels to the base, its shape being designed with that object in view. The springs are arranged to pass through a dead-centre position in
125 being swung from one extreme position to the other and thus serve also to hold the stand in the wheel-clamping position. With the wheels thus compactly stowed under the bag, it can be stood upright
130

thereon.

In order to reduce the weight of the bag, light metals or alloys are used as far as possible in its construction. The tubes may be made of magnesium or aluminium alloy. The base may be a casting and the spider a pressing of magnesium alloy. The crook may be made of aluminium alloy and is preferably sheathed with leather. The base may be provided with a rubber lining.

The bag has been described above as a bag for golf clubs. Obviously, however, it could be used or readily adapted for use for other purposes, for example as a domestic shopping carrier or as a carrier for camping equipment or the like.

Dated the 10th day of January, 1947.
JENSEN & SON,
77, Chancery Lane, London, W.C.2,
Chartered Patent Agents.

COMPLETE SPECIFICATION

Improvements relating to Bags for Golf Clubs

We, ALFRED HENRY CHILTON, a British Subject, and J. STONE & COMPANY, LIMITED, a Company incorporated under the Laws of Great Britain, both of the Company's Works, at Deptford, in the County of Kent, and JOHN NELSON DUNDAS HEENAN, a British Subject, of 29, Clarges Street, London, W.1, do hereby declare the nature of this invention and in what manner the same is to be performed to be particularly described and ascertained in and by the following statement:—

This invention concerns improvements relating to bags for golf clubs. It has already been proposed that such bags should be provided with wheels in order that the player may be relieved of weight. Arrangements proposed heretofore, however, have suffered from various drawbacks. In some cases, the means provided for drawing the bag along were inconvenient. In others comparatively elaborate trolleys separate from the bag itself were provided. This made the bag expensive and added to the bulk to be handled when it was not possible to wheel the bag. In some cases, the position of the bag on its wheels was not such as to present the club conveniently for their withdrawal. It is an object of the invention to provide an arrangement which is free from the above drawbacks and, in particular, allows the bag to be moved on its wheels with a minimum of inconvenience and discomfort to the player.

In accordance with the present invention, a bag for golf clubs is provided with means whereby a pair of wheels can be detachably mounted upon it, so as to occupy a position at or near its front bottom edge, and with a handle standing up above the bag by which the latter can be drawn along on the said wheels. Provision is further made whereby the said wheels, when detached, can be stowed away compactly on or in the bag preferably within substantially the normal contours of a golf bag.

The handle advantageously comprises

an adjustable crook which can be hooked over the user's shoulder or under his armpit. Adjustment to suit the height of the user may also be provided for.

Such a bag, which may be made of very light construction, will relieve the user of considerable weight and inconvenience. As the wheels are in advance of the centre of gravity of the bag, the latter can be arranged to tip back to an upright position in which it presents the clubs conveniently for handling.

One embodiment of the invention by way of example will now be described with reference to the accompanying drawings, in which:—

Fig. 1 is a side elevation of the bag standing upon its wheels;

Fig. 2 a rear elevation thereof;

Fig. 3 an underneath plan view to a larger scale;

Fig. 4 a vertical section on the line IV—IV in Fig. 3;

Fig. 5 a plan view of a spider; and

Fig. 6 a side elevation of the lower part of the bag with the wheels stowed under it in the carrying position.

In this embodiment of the invention the body 1 of the bag, which is made of a plastic such as polyvinyl chloride, leather, fabric or the like, is pop-riveted at its lower end to a flanged base 2 and at its upper end to a flanged spider 3 (Fig. 5), the bag body being embraced, where it is riveted, by metal bands 2¹, 3¹. Swaged into a hub-like part 4 (Fig. 4) of the base 2 is a central vertical tube 5 to which the spider 3 is welded. An extension tube 6 fitted telescopically in the tube 5 is surmounted by a crook 7 of flat cross-section. The tube 6 can be adjusted vertically in the tube 5 to suit users of different heights and can be turned from the position illustrated, in which it is intended to hook comfortably over the user's shoulder, to a reversed position in which it can be hooked under his armpit. Which position is adopted is thus a matter of individual preference and the clubs can be placed in the bag with the heads either upwardly or

downwardly, whichever proves more convenient in the position adopted. The tube 6 is secured in its adjusted position by a clamping device 8 operated by a bolt and wingnut. The bag body 1 is extended, above the spider 3, by flaps 9 with "zip" fastening means 10 at the edges, which flaps can be brought together, in the position indicated by a broken line in Fig. 1, to cover the clubs carried in the bag.

The rubber-tyred disc wheels 11, 12 are mounted by ball bearings (not shown) upon long axle tubes 13, 14, the tube 13 for one wheel 11 having an external diameter such that it will fit snugly within the central tube 5 whilst the tube 14 for the other wheel 12 has an external diameter such that it will fit snugly within the axle tube 13. In Figs. 1—4, the bag is shown mounted upon its wheels. For this purpose, the axle tube 14 is inserted into the axle tube 13 which is mounted under the front part of the base 2 in slotted lugs 15 formed thereon. The tubes 13, 14 are located transversely in relation to the base 2 and to each other by means of a tapering steel pin 16 secured to the said base and passing through diametrical holes in the said tubes. A spring-steel clip 17 prevents the tube 13 from dropping out of the slotted lugs 15.

Pivotally mounted at 18 in rear lugs 19 on the base 2 is a stand or tail arm 20 formed by a length of steel rod bent to the shape shown in Figs. 1—4. When the bag is mounted upon its wheels, the stand 20 occupies the position shown in these figures and is held there by tension springs 21 connected at 22 to lugs 23 thereon and anchored to the base by bolts 24. Slots in the rear edge of the flange of the base 2 receive and serve to steady the stand in this position.

The bag is drawn along on its wheels 11, 12 in a position in which it is tilted forwardly from the position shown in Fig. 1, the base 2 and stand 20 being thus clear of the ground. When, however, the player stops walking and releases the crook 7 from his shoulder, the bag tips back into the upright position, since its centre of gravity is situated behind the axles 13, 14. The bag is then stably supported, in three-point fashion, upon the wheels 11, 12 and stand 20. In this position of the bag, the required club can be selected, extracted and replaced conveniently and without stooping.

A leather carrying strap 25 (Fig. 1) is connected between loops on the base 2 and near the top of the central tube 5. Or a loop handle may be provided on the bag. The bag may thus be carried conveniently in a horizontal position when required, for example off the course. To prepare the

bag to be so carried, the tube 6 and crook 7 are slid down as far as possible (chain-line, Fig. 1) and the axles 13, 14 carrying the wheels 11, 12 are unclipped from the base 2. The axle 13 is slid off from the axle 14 and inserted in the lower end of the central tube 5 so that the wheel 11 comes flat under the base 2 (Fig. 6). The axle 14 is then inserted in the axle 13 so that the wheel 12 comes flat under the wheel 11. Finally the stand 20 is swung downwardly and forwardly to clamp the wheels to the base 2, its shape being designed with that object in view (Fig. 6). It will be noted that the points 18, 22, 24 are arranged so that the springs 21 pass through a dead-centre position in being swung from one extreme position (Fig. 4) to the other (Fig. 6) and thus serve also to hold the stand in the wheel-clamping position shown in the latter figure. With the wheels compactly stowed in the position shown in Fig. 6, the bag can be stood upright thereon.

In order to reduce the weight of the bag, light metals or alloys are used as far as possible in its construction. The tubes may be made of magnesium or aluminium alloy. The base 2 may be a casting and the spider 3 a pressing of magnesium alloy. The crook may be made of aluminium alloy and is preferably sheathed with leather. The base 2 may be provided with a rubber lining 26 (Fig. 4).

The bag has been described above as a bag for golf clubs. Obviously, however, it could be used for other purposes.

Modifications may be made without departing from the invention: For instance, the bag may be made with a framework on which wheels can be detachably mounted to occupy a position just in advance of the front bottom edge of the bag which would then stand, when released, on its flat bottom with the wheels just in contact with or clear of the ground. The framework may comprise tubular members on which the wheels are mounted by means of forwardly and downwardly directed brackets. A tubular member to which the crook is connected may extend along one side of the bag, instead of at the centre thereof. The wheels, when detached, may be stowed under flaps at the top and/or bottom of the bag respectively.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed we declare that what we claim is:—

1. A bag for golf clubs, comprising means whereby a pair of wheels can be detachably mounted upon the bag so as to occupy a position at or near its front

bottom edge, a handle standing up above the bag whereby the latter can be drawn along on the said wheels and means whereby the wheels, when detached, can be stowed away compactly on or in the bag.

2. A bag according to claim 1, wherein provision is made for stowing the detached wheels under the bag.

3. A bag according to either one of the preceding claims and comprising a base from which a tubular member extends up centrally through the bag or along one side thereof, the handle being connected to the upper end of the said member.

4. A bag according to claim 3, wherein the handle is adjustable to suit users of different heights, the tubular member being telescopic and adjustable as to length.

5. A bag according to any one of the preceding claims, wherein the handle comprises an adjustable crook which can be hooked over the user's shoulder or under his armpit.

6. A bag according to any one of the preceding claims, wherein the wheels are mounted upon bearings on tubular axles adapted for fitting one in the other.

7. A bag according to claims 3 and 6, wherein clip means is provided under or at the front edge of the base for receiving the outer of the tubular axles and the said axles are located transversely in relation to

the base and to each other by a pin which projects down from the base and is engaged in diametrical holes in the two axles.

8. A bag according to claim 3 and 6 or 7, wherein the tubular member is central and adapted for having the outer tubular axle inserted in it so that the wheel thereof comes to lie flat under the base and the said outer axle is adapted for having the inner axle inserted in it so that the wheel of the latter comes to lie flat under the wheel of the former.

9. A bag according to any one of the preceding claims, wherein a stand is provided by which the bag is propped upright on its wheels when not being drawn along on the latter.

10. A bag according to claims 8 and 9, wherein the stand is adapted also for serving as a clamp to hold the wheels in the positions referred to in claim 8, the said stand being pivotally mounted upon the base near its rear edge and being spring loaded towards its extreme positions, in one of which it serves as stand and in the other as wheel clamp.

11. The bag for golf clubs described with reference to the accompanying drawings.

Dated the 15th day of January, 1947.
JENSEN & SON,
77, Chancery Lane, London, W.C.2,
Chartered Patent Agents.

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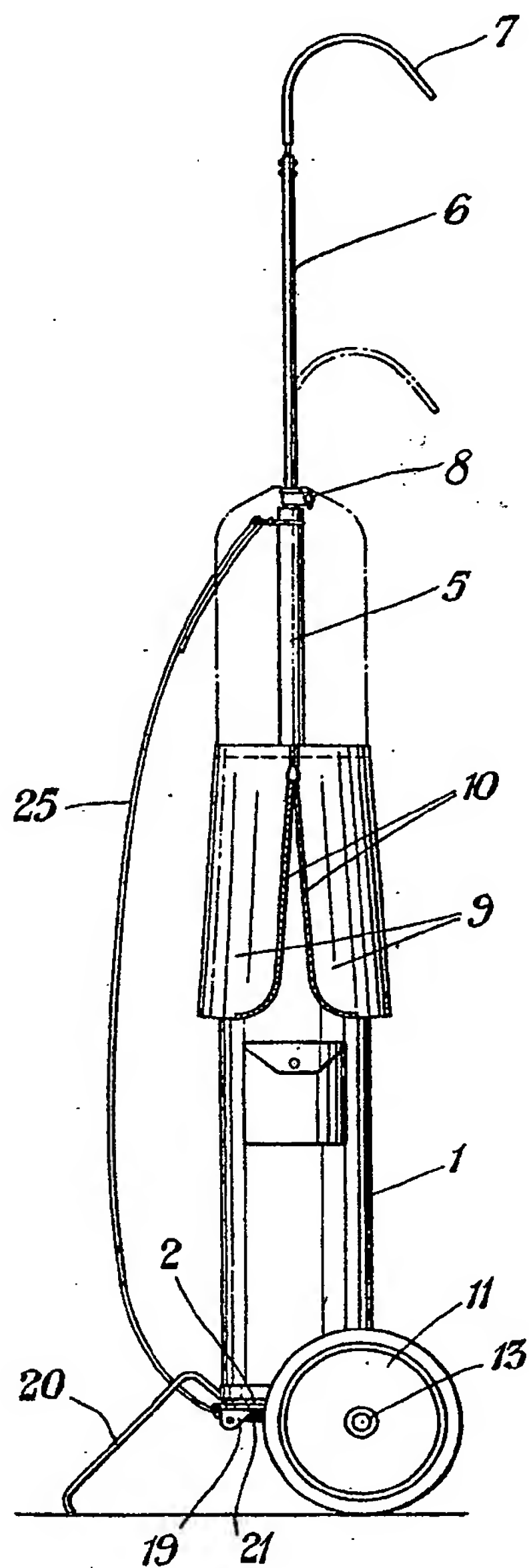


FIG. 1.

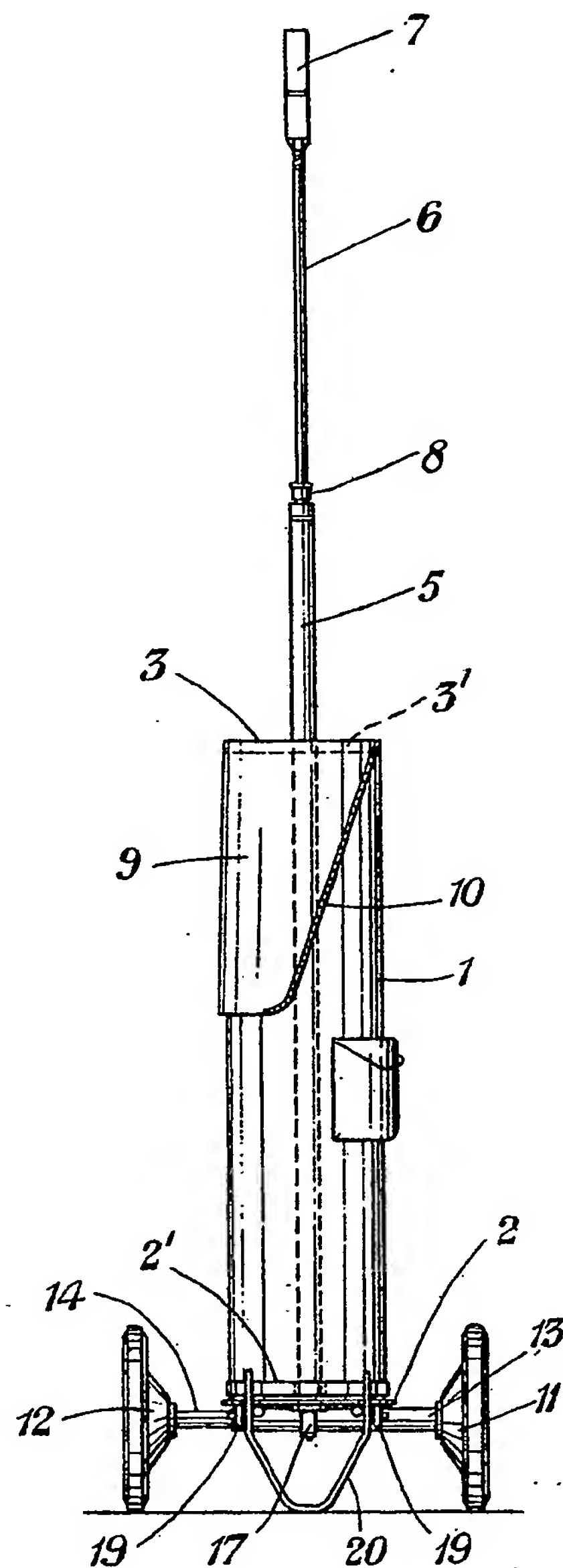


FIG. 2.

H.M.S.O. (Ty. P.)

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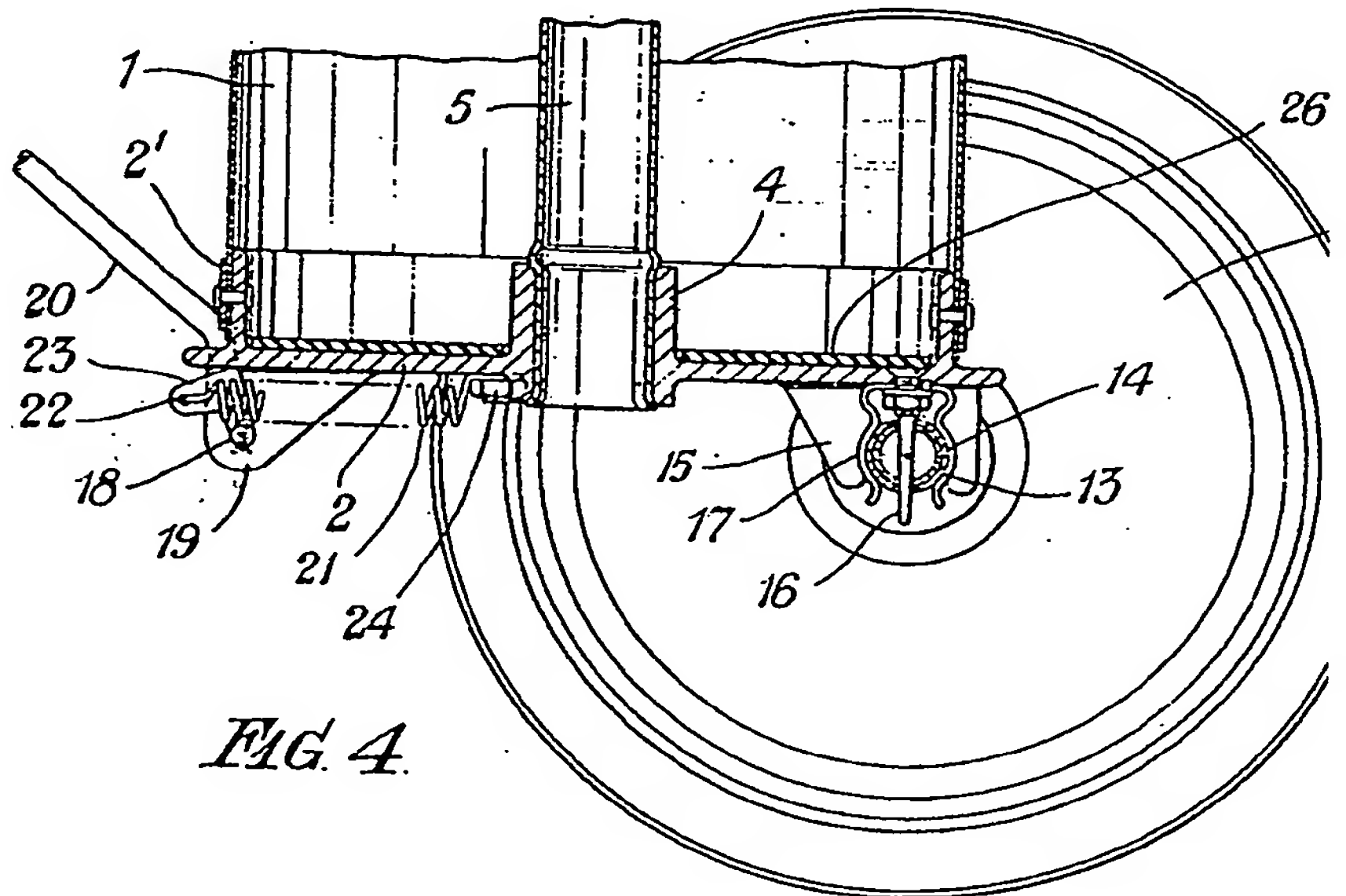


FIG. 4.

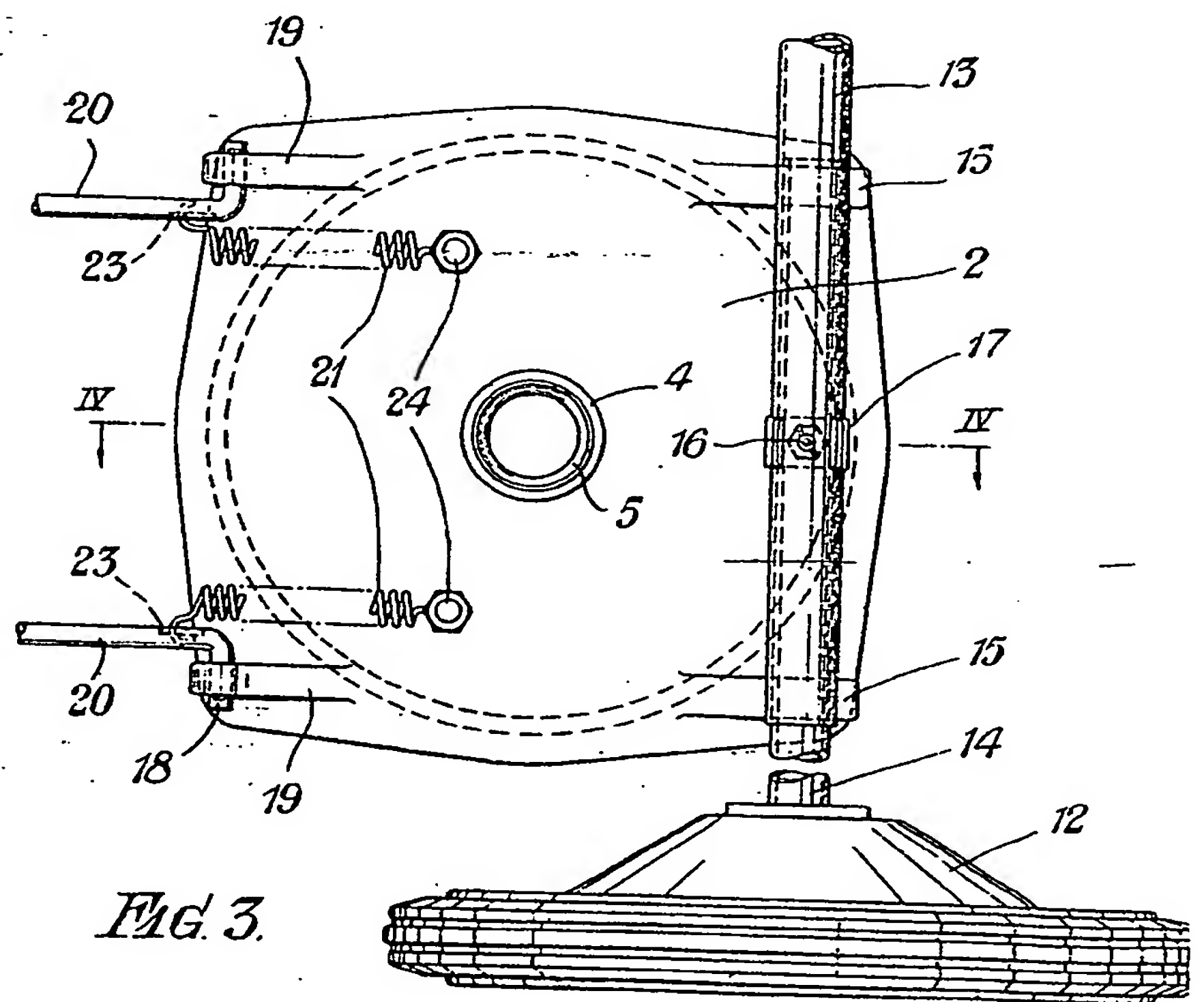


FIG. 3.

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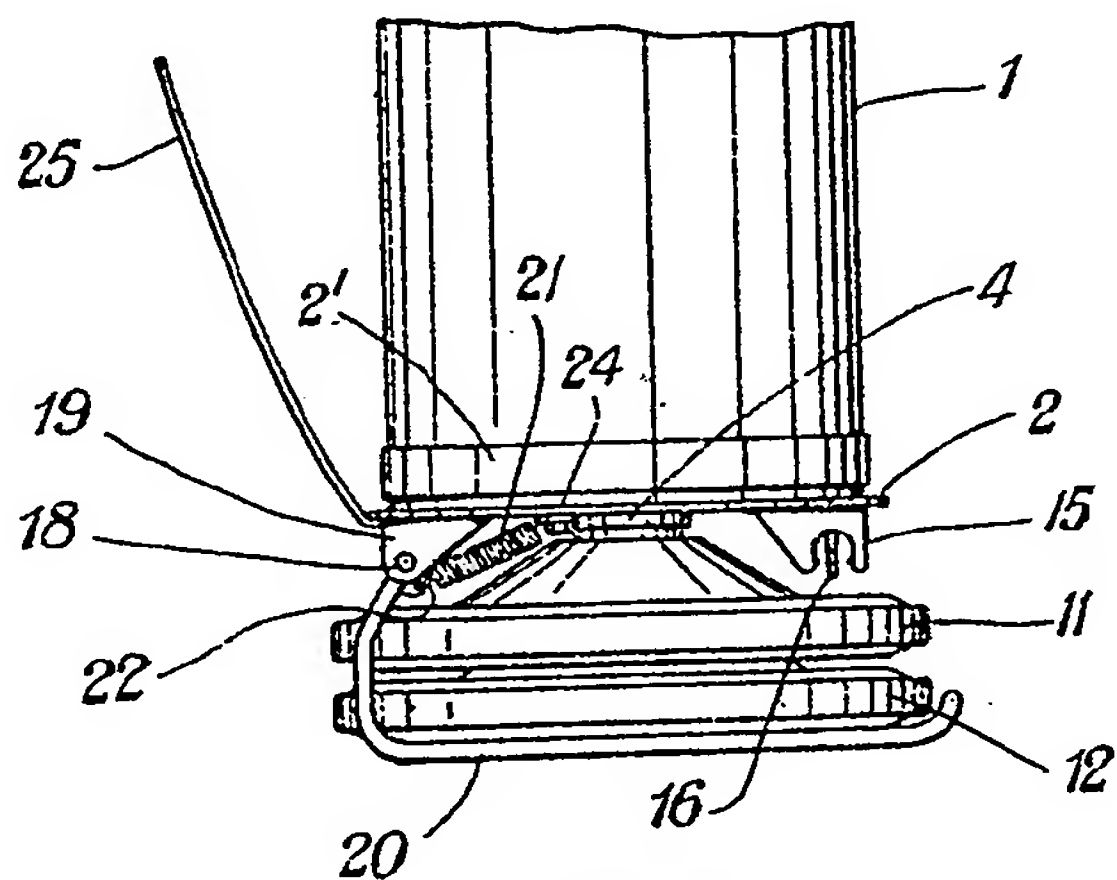


FIG. 6.

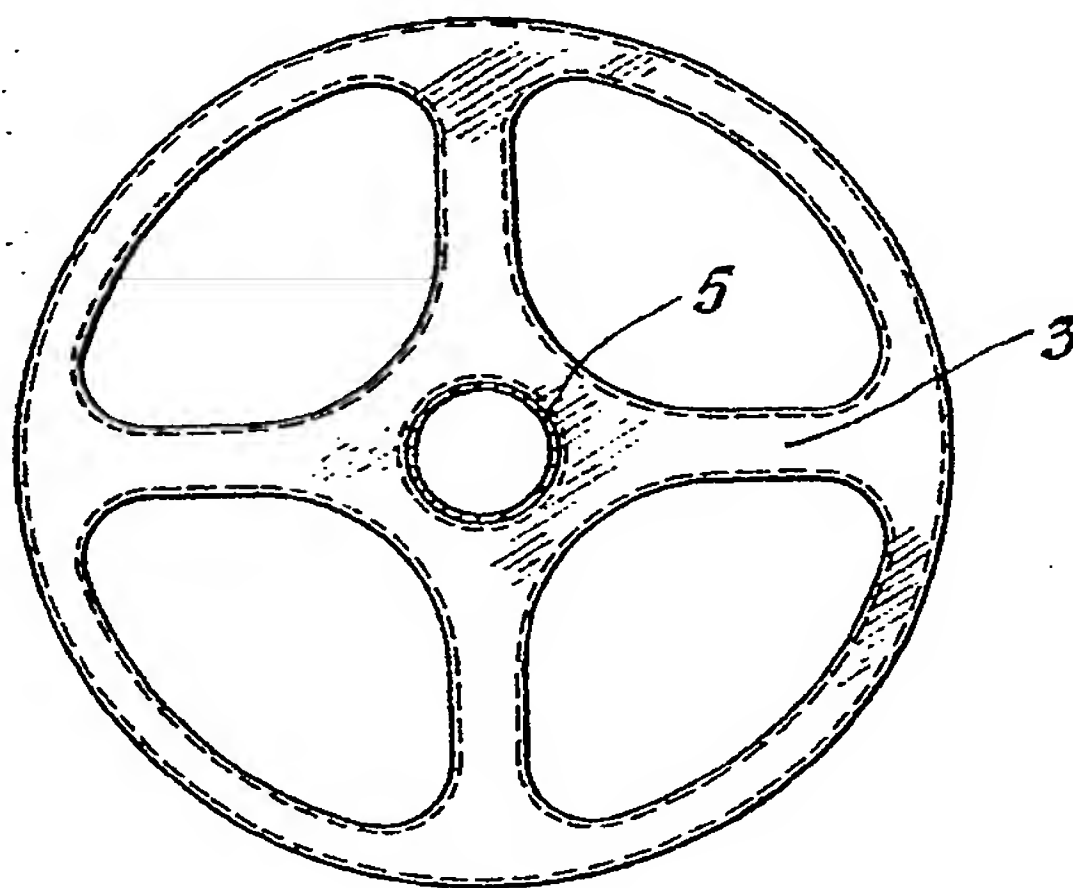


FIG. 5.



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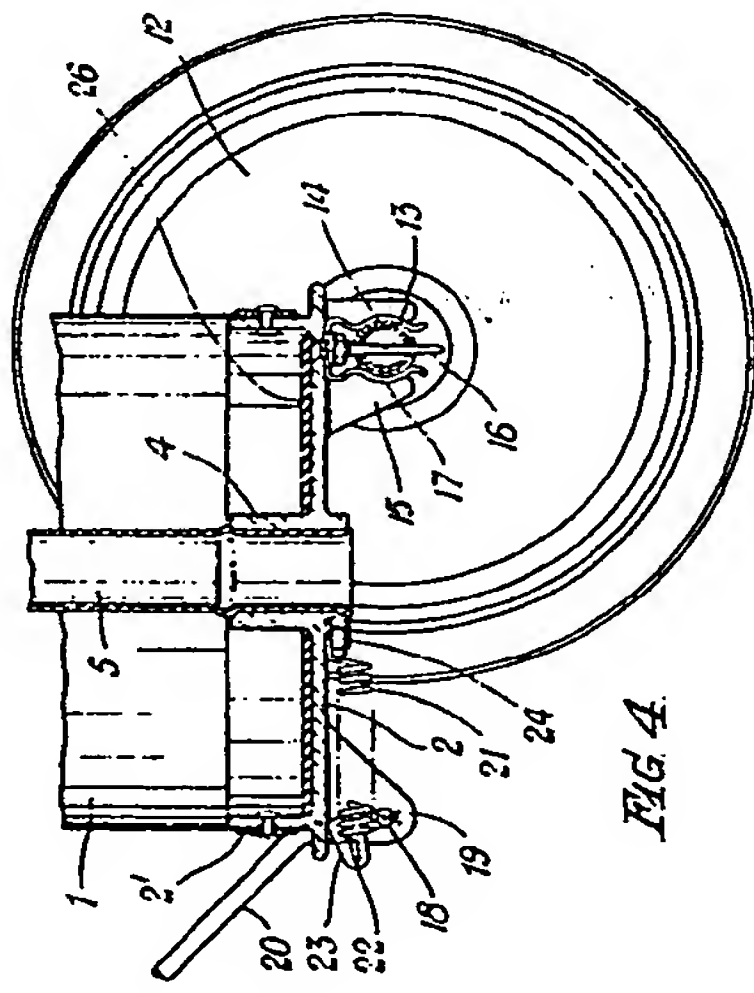


FIG. 4.

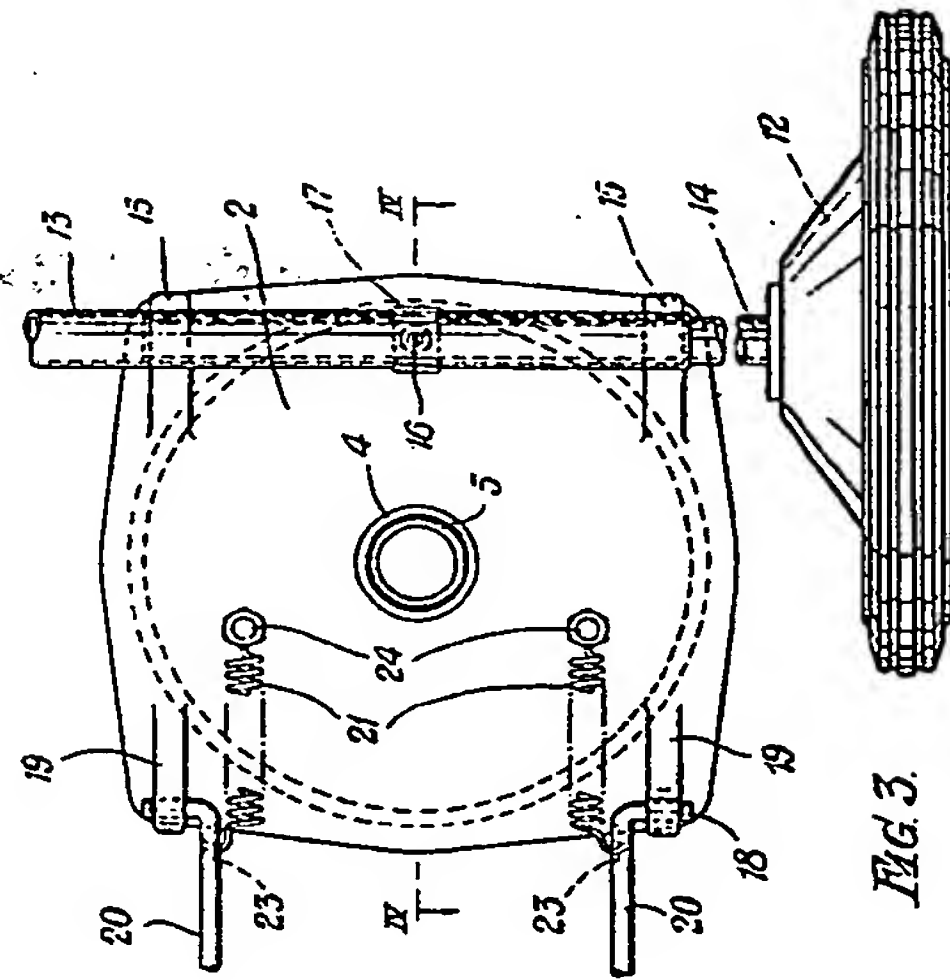


FIG. 3.

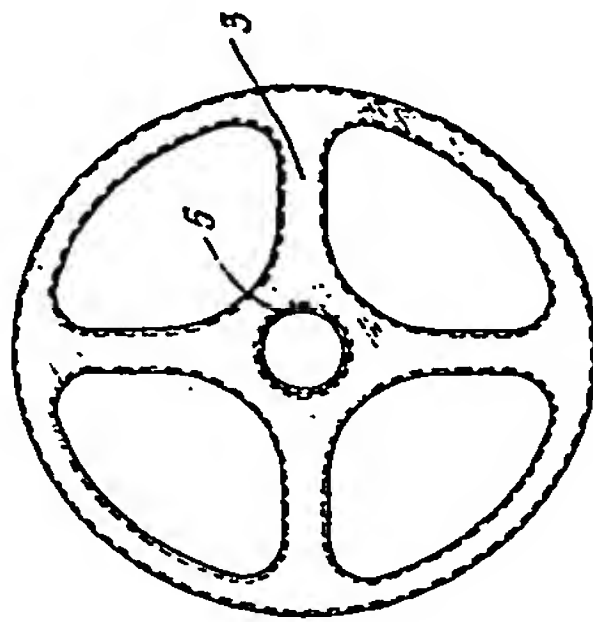


FIG. 5.

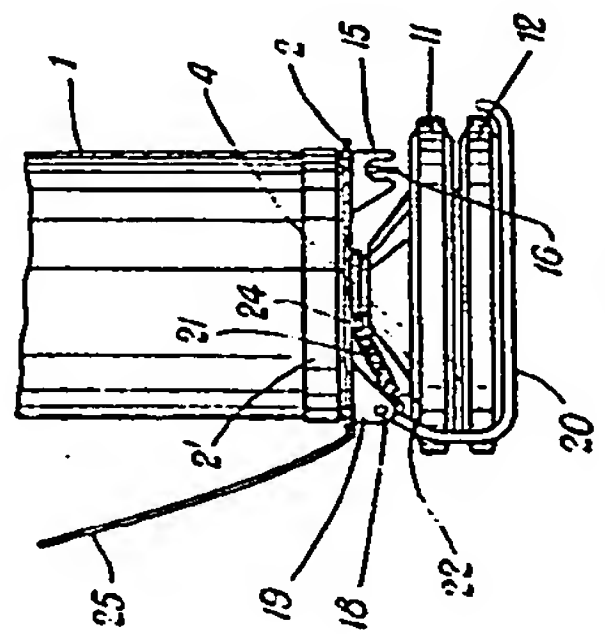


FIG. 6.

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